

TELLS OF TAMMANY
TIEUP WITH MELLER

Man Familiar With Situation
Says It Began With a \$6,-
000,000 Contract.

MURPHY'S BROTHER GOT IT

James E. Gaffney Also in Deal
—Ex-Comptroller Metz
Talks Again.

There is a phase of the New Haven very yet untouched by the Interstate Commerce Commission, which shows how Mr. Mellen and the New Haven are to Tammany as far back as 1905, and what astonishing privileges the railroad got from the city in improving its Harlem division, running up through the Bronx and Westchester. As related yesterday by a man who watched the inside workings of the Board of Estimate in these days the facts are as follows:

The Harlem division had two tracks. For more were to be added. The contract was to be for about \$6,000,000. It was a big job, and the contractors, July 6, 1905, who had done much work for Mr. Mellen's railroad, expected to get it. But it went to the New York Contracting and Trucking Company, although its bid fell \$400,000 short of being the lowest.

The president of the New York Contracting and Trucking Company was the late John J. Murphy, a brother of Charles J. Murphy, leader of Tammany Hall. Its general manager was James E. Gaffney, who as a member of the railroad committee of the Board of Aldermen in 1904, helped to report out the ordinance giving the Westchester company its franchise.

William F. McCombs, who held one share of Westchester stock in 1905, according to a list supplied to the Government by Mr. Mellen, was the company's founder.

Got What It Wanted.

"After that \$6,000,000 contract was awarded to the Murphy-Gaffney Company the New Haven railroad got whatever it wanted from the Board of Estimate," said the man who told the story. "Later, however, the company gave up the contract and Dady & Holbrook got it by paying \$100,000."

Newspaper files show that James E. Gaffney said at the time that his concern had disposed of the contract at a handsome profit. It was explained that as the Murphy-Gaffney company had several big contracts on its hands, among them the job of excavating for the Pennsylvania station, it had decided to let the New Haven street car line concentrate on other work. In 1908 the New York Contracting and Trucking Company was dissolved and was succeeded by the Bradley-Gaffney-Stevens company, which also got many contracts through its Tammany affiliations.

The New Haven about finished its six tracks of the Harlem division in 1907. Later, when changes in street grades were made by the city to suit the railroad.

Left Houses in a Hollow.

An engineer said yesterday that on Tuesday night the New Haven street car line was left in a hollow. The houses, leaving the houses in a hollow. The same changes were made on Van Buren, Melville, Taylor and Garfield streets, although there were only foot bridges across the New Haven tracks.

"This method of raising the streets instead of compelling the road to depress its tracks cost property owners hundreds of thousands of dollars," the engineer said, "and to this day they don't understand how permission to do this was obtained from the Board of Estimate."

"If the New Haven railroad crowd paid any money to get those Westchester franchise amendments through the Board of Estimate they spent money foolishly for something they were sure to get anyway," Comptroller Hermann A. Metz said yesterday. "And I think the New Haven people were not that kind of suckers."

Mr. Metz, now a representative in Congress from Brooklyn, was Comptroller of the city and a member of the Board of Estimate at the time when, according to Charles S. Mellen, \$1,200,000 in New Haven stock was distributed through ex-Police Inspector Thomas Byrnes to get from the city the franchise amendments that were deemed essential to the company's Westchester plans.

Fair Proposition.

"Perhaps some of the city officials were misled and sold in the deal," continued Mr. Metz, "as is often done, but the proposition was fair and square on its face, and Mayor McClellan, President Patrick F. McGowan of the Board of Aldermen and myself were willing to have that Westchester road built, and for the sake of a good enterprise to overlook some unimportant technical details."

"I can say positively that there was no graft in the Board of Estimate in connection with that franchise. What may have been done elsewhere I don't know."

"As I recall it there was a question before the board as to whether or not the New York, Westchester and Boston company should forfeit its franchise because it had not done a certain amount of construction work within the specified time. The Westchester company had not been able to get under the Astor property in the Bronx because it did not have the right of eminent domain. Its early rival, the New York and Port Chester company, did have this right, and through the 'graft' the two companies the Westchester finally obtained it."

"The question of franchise forfeiture was referred by the Board of Estimate to the Finance Department. With Chandler Withington, chief engineer of the Finance Department, I went over the whole situation to find out whether the Westchester company was showing good intent or was merely stalling up building material which it did not intend to use. It was about this time that Senator Thomas F. Grady came to me and said, 'I hope you are going to give us a fair shake and be reasonable about this Westchester proposition.'"

"I made up my mind that the company was working with proper intent and I recommended to the Board of Estimate that the franchise be not forfeited. Later, when the Long Island Road came into the board and we learned for the first time that the New Haven had taken over the Westchester franchise."

Mr. Metz could not indicate who the persons who might have given Mr. Mellen to understand that they were in a position to buy and sell members of the Estimate Board.

Two Tammany politicians and an ally in one of the Long Island Road were said yesterday to have gathered up a lot of Westchester stock for Mr. Mellen, but their names cannot be revealed at this time.

BYRNES LEFT ONLY \$20,073.

But He Transferred \$550,000 Property to Wife Before His Death.

A search of the Surrogate's Court records yesterday disclosed the transfer of the late Byrnes' report on the estate of the

late Inspector Thomas Byrnes, which has never become public.

Mr. Byrnes, who was mentioned by ex-President Charles S. Mellen of the New Haven railroad as the go-between in the distribution of \$1,200,000 of New Haven stock to get the charter of the New York, Westchester and Boston railroad modified to suit the New Haven, left a total estate of only \$20,073, according to the appraisal. The stock holdings of the estate included no New Haven or Westchester and Boston stock. The tax paid by the estate was \$180.

The report states that Mr. Byrnes only really holding was 1961 Amsterdam Avenue, which was appraised at \$50,000, but was mortgaged for \$45,000. He had two automobiles, worth \$1,000 and \$800, and held promissory notes appraised as of no value. The stock holdings were as follows:

Fifty-two shares Monmouth County Horse Show, \$480; 25 shares of Rumson Country Club, \$2,500; four shares of Monmouth County Fair Association, \$100; 29,517 shares of New York Smelter and Mines Corporation, \$7,692; 10,000 shares of Mavorick Copper Company, \$2,500; and 59,772 shares of Hall-Florence Mining Company, of no value.

Mr. Byrnes left his entire estate to his wife, Ophelia A. Byrnes, of 318 West Seventy-seventh street. Shortly before his death on May 7, 1910, Mr. Byrnes transferred to his wife the title to a five-story building at the corner of Forty-sixth street and Fifth avenue, worth \$550,000. It was said at the time that the ex-inspector bought the property twenty years before, and that the purchase was made as the result of a casual conversation on a street car with a real estate speculator, who told of the rapid increase in the value of the property. Byrnes bought the property a few days later, it is said, for half what it was worth when he died.

TO BE J. B. GREENHUT COMPANY.

Name of Big Department Store Will Be Changed Tomorrow.

The name of the Greenhut-Siegel-Copier Company will be changed to-morrow to the J. B. Greenhut Company.

Capt. Greenhut, who purchased the controlling interest in the Siegel-Copier Company twelve years ago, has been regretting that he didn't eliminate the name of Henry Siegel from the corporate name when Greenhut & Co. and the Siegel-Copier Company were consolidated. The development in the affairs of Henry Siegel have caused Mr. Greenhut to make public statements frequently that Mr. Siegel had nothing to do with the company since its incorporation in 1902, when he was at Sixth avenue and Eighteenth street.

"I regret the cause of the change of name," said Mr. Greenhut yesterday, "but under the circumstances I did not have much choice in the matter. While I feel sorry for the difficulties of Henry Siegel I realized that the buying public did not have much sympathy for him, and I did not feel it incumbent upon me to perpetuate a name that was rather unpopular, and especially as he had no interest in our business."

Mr. Greenhut said the change of name would be celebrated somewhat after the fashion of the opening of a new business. He has announced some novel features for the occasion and will have among other things a Punch and Judy show for children.

SUBWAY BLAZE BURNS THREE.

Short Circuit Ties Up Service for Nearly an Hour.

A short circuit in a feed cable near the Dockman street station of the subway yesterday morning resulted in three men being badly burned and the tying up of the Broadway service north of 151st street for nearly an hour.

The three men who were burned were doing repair work to one of the cables and were standing on a platform beneath the northbound track. The subway here is elevated and the cables are strung in an explosion and John Moore of 4 Deaneur street, Brooklyn; Michael Hogan of 362 West Forty-ninth street were in the midst of flames, which enveloped the platform. They wiggled through the cables and dropped eighteen feet to the ground. Hogan and Moore were severely burned and are at the Lincoln Hospital.

The third man, who was only foot bridges across the New Haven tracks, instead of compelling the road to depress its tracks cost property owners hundreds of thousands of dollars," the engineer said, "and to this day they don't understand how permission to do this was obtained from the Board of Estimate."

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TOLLS PLANK WAS
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Senator Walsh, Secretary of
Resolutions Committee,
So Declares.

DENIES ANY CONCEALMENT

He Asserts Bryan Approved of
Exempting All Except
Railroad Ships.

WASHINGTON, May 16.—Senator Walsh of Montana, a Democrat, made a notable speech on the canal tolls legislation today. As secretary of the resolutions committee at the Baltimore convention Senator Walsh replied to the charge that the plank in the platform declaring in favor of the exemption of coastwise shipping from tolls had crept into the platform surreptitiously.

"It has been intimated rather than charged that the appearance of the 'free tolls' plank in the platform was surreptitious and that it got in without attracting the attention of the resolutions committee," said Mr. Walsh.

The Senator then proceeded to narrate the history of the proceedings in the committee and convention hall that resulted in the adoption of the tolls exemption plank. He read the names of the subcommittee of eleven that drew the plank; namely, Senators Clark of Arkansas, Kern of Indiana, Vandaman of Mississippi, O'Gorman of New York, Pomeroy of Ohio, Tillman of South Carolina, Culberson of Texas, Martin of Virginia, the late Senator Hayner of Maryland, E. J. Walsh of Massachusetts and Secretary William J. Bryan.

"Two circumstances have fastened themselves on my mind the particular committee and convention hall that resulted in the adoption of the tolls exemption plank. He read the names of the subcommittee of eleven that drew the plank; namely, Senators Clark of Arkansas, Kern of Indiana, Vandaman of Mississippi, O'Gorman of New York, Pomeroy of Ohio, Tillman of South Carolina, Culberson of Texas, Martin of Virginia, the late Senator Hayner of Maryland, E. J. Walsh of Massachusetts and Secretary William J. Bryan.

"When I was presented in committee Mr. Bryan expressed his approval, but said to the members that it should be accompanied by another plank declaring against the admission of railroad owned ships to the canal. It was at Mr. Bryan's suggestion that the platform was thus abandoned."

"The other circumstance was a verbal change. When the draft was tendered some one observed that the expression 'free tolls' had been used and suggested that the two words were contradictory and it was modified to meet this objection."

Senator Walsh urged that an amendment which he proposed and which is now pending referring the whole matter to the Supreme Court to determine whether or not the treaty had been violated be adopted.

He said he did not share the fear of other Senators that the United States would suffer in the esteem of other civilized nations because he insisted on its right to regulate its domestic affairs, such as the coastwise shipping.

NORTH BEACH SEASON OPENS.

Trolley Service Increased and Bots Start Running To-day.

An increased trolley service will go into effect to-day from the Manhattan end of the Queensboro Bridge to North Beach. The season at the beach has opened. Bots begin to run to-day from East Ninety-ninth street, and next Sunday the summer time table from East 134th street becomes effective.

Many improvements have been made at the beach during the winter. There are many free features and Gala Park and the giant swimming pool are undergoing changes.

WASHINGTON UNVEILS
STATUE OF JOHN BARRY

President Addresses Throng at
Exercises in Honor of
"Father of Navy."

WASHINGTON, May 16.—The statue of John Barry, Irishman born and American by adoption, acclaimed as the father of the American navy, was unveiled in Washington today before a distinguished throng by the President of the United States for the principal speaker.

Commodore Barry's bronze effigy, heroic in size and surmounting a pedestal of cream colored granite, occupied a conspicuous position on the west side of Franklin Square. It was sculptured by John Boyle.

Irish Americans from every quarter of the United States gathered to pay honor to the first Irish American to write this hypheation into the scrolls of history.

The President's speech was without reference to present day problems, and international policies were referred to only in the most abstract way when the President said:

"There are just as vital things stirring now that concern the existence of the nation as stirring then, and every man who worthily stands in this presence should examine himself and see whether he has the full conception of what it means that America shall live her own life."

"Washington saw it when he wrote his farwell address. It was not merely because of passing and transient circumstances that Washington said we must keep from entering alliances. It was because he saw that no country had yet set its face in the same direction in which America had set her face. We cannot form alliances with those who are not going our way, and in our night and majesty and in the certainty of our own purpose we need not and we should not form alliances with any nation in the world."

"Those who are right, those who study their consciences in determining their policies, those who hold their honor higher than their advantage do not need alliances. You need alliances when you are not strong, and you are weak only when you are not true to yourself. You are weak only when you are in the wrong; you are weak only when you are afraid to do the right; you are weak only when you doubt your cause and the majesty of a nation's might asserted."

Secretary of the Navy Daniels also spoke.

The Right Rev. Alfred Harding, Episcopal Bishop of the Diocese of Washington, pronounced the invocation. Mr. William T. Russell, rector of St. Patrick's Catholic Church, pronounced the benediction.

In addition to the President and Secretary Daniels, other speakers at the unveiling were James J. Regan, president of the Ancient Order of Hibernians; Michael J. Ryan, president of the United Irish League of America; Col. Asa Bird Gardiner, representing the Society of the Cincinnati, and the Rev. James A. Hamill, "Honest Jim" of Jersey City.

TWO CARS HIT TRUCK AT ONCE.

East and West Bound Coaches Crush It—Several Injured.

Eastbound and westbound Bergen street surface cars struck a big auto truck of the R. F. Stevens Milk Company at the same time last night at Liberty avenue and Ashford street, Brooklyn.

Several persons were cut by flying glass and the line was tied up for an hour.

Auto Hits Six-Year-Old Girl, Fracturing Skull.

Emma Salmonetti, 6 years old, of 465 West Forty-sixth street, playing in front of her home last evening, ran in front of an automobile driven by Eugene J. McCabe, a chauffeur. The machine struck the child, throwing her ten feet. McCabe took the little girl to Polyclinic Hospital where it was found that her skull was fractured.

ANTI-TRUST BILLS TO
BE DEBATED TUESDAY

House Will Try to Pass Three
Wilson Measures Before
June 1.

SOME CHANGES PROPOSED

Railway Capitalization and
Clayton Bills Will Be
Toned Down.

WASHINGTON, May 16.—Debate will be begun in the House on Tuesday on the three Administration anti-trust bills. An agreement to this effect was reached today. The bills will have the right of way and the House kept at work on them until they are passed. The leaders expect to transfer all these bills to the Senate by June 1 at the latest.

The bills will be taken up in the House under a rule that will be reported by the Committee on Rules on Tuesday. There will be limitation on debate, but no bar to amendments. Six hours debate will be allowed on the interstate trade commission bill, eighteen hours on the Clayton bill and eight hours on the bill giving the Interstate Commerce Commission supervision over the issuance of railway stocks and bonds. The bills will be passed in the order named.

It is understood that important changes will be made in the railway capitalization bill and in the Clayton bill. The price cutting sections of the latter measure, regarded as drastic in the extreme, are to be toned down.

The railway capitalization bill is admittedly faulty in a number of respects and will be perfected. That its rigorous regulations will be modified when the bill is fully explained in debate is predicted by Republican critics of the measure.

The interstate trade commission bill is likely to be passed just as it was reported.

The report on the stock and bond bill was filed with the House to-day. An indirect reference is made to the affairs of the New Haven. The report says in part:

"The committee has seen proper to report a revision in the bill prohibiting common or interlocking directorates or management. When we learned that the Judiciary Committee was not undertaking to deal with the directorates of railroad companies we then decided what appeared to be a public and almost universal demand to prohibit interlocking directorates of carriers."

"Whether the necessity for this provision is so great as represented or not, and whether the anticipated provision benefits are exaggerated or not, there is a general impression that most of the wreck and ruin of railroads and consequent damage to public service and the public interest has been due to the machinations of men who managed different corporations and by the policies adopted for the different corporations constituting a system or about to be consolidated into a system wrought ruin to some or all of the carriers involved."

"It has been represented to us that that practice has ceased, that railroad men are no longer chameleons or incompetent, that it is a matter of convenience for the same men to handle different enterprises without having to consult so many different people; but our observation is that there are good enough men in the world to fill

every responsible position and then not have enough positions to go around.

"And we observe in answer to the suggestion that if the practice has ceased the provision in the law will not hurt anybody, for no man will be punished unless he is guilty."

"If any rash man should decide in the future to break out and imitate some of the disastrous escapades of the past the law would be here to give him justice for his misdoings. It has further been urged that in the case of the large systems formed by the consolidation of many smaller corporations it is not necessary to have different directors for all the minor corporations."

"We answer that it is not necessary to have these consolidations, and the most vicious thing about all combinations in transportation and all other kinds of business is that while it multiplies the benefits of the few men retained it dispenses with the services of so many men both competent to fill the positions and entitled to the fair emoluments thereof."

"The further complaint that the penalties prescribed are drastic is not well taken. Punishments which are a corporation are necessary. The fines are paid out of the treasury and no man suffers in the flesh. He feels no punishment as a violator of the law, and the capacity of the corporation is weakened to the amount of money taken out of the treasury."

"That is a vicious system, as it is liable to make the public suffer through the infliction of inferior service and allows the culprit to go free instead of punishing him in person."

There is but one way to make malefactors fear the law and that is to inflict personal punishment."

MAYOR ON POLICE VIOLENCE.

Mitchell Explains Policy in Suppression of Rioters.

Letters from Amos Pinchot, John E. Milholland and others objecting to the course of the police and city officials in the arrest and imprisonment of Joseph White and the disturbance at Calvary Baptist Church last Sunday have convinced Mayor Mitchell that his police policy is widely misunderstood. Therefore he prepared this statement yesterday:

"The policy agreed upon between the Police Commissioner and myself, and which will be followed, is this: All police will be protected in their rights of peaceful assembly and free speech. They are entitled to this protection from the police and will receive it."

"If, however, meetings result in violence or there are incitements to violence to attack on persons or property, it is the duty of the police to interfere and to arrest the disturbers of the speakers, as the law requires. This will be done."

"What I said the other day seems to have led people to believe that I approve violence by the police in the suppression of violence or in making arrests in such cases. Quite the contrary is the case. While it is necessary sometimes for the police to use a certain amount of force in overcoming violence, the Police Commissioner and I will stand unflinchingly against the use of any more force than actually is necessary to prevent crime and to overcome violence."

"As to all this the police have definite orders from their Commissioner, but nothing that I have said must be taken by the public as an indication that I will tolerate unnecessary police violence."

SEEKS DEATH WITH MOTHER.

Daughter Induces Old Woman of 70 to Take Poison Too.

CAMDEN, N. J., May 16.—Mrs. Ida Davis, 35 years old, persuaded her mother, Mrs. Louisa Weinhold, 70 years old, to join her in attempting suicide last night by swallowing poison. The two women were found early this morning. They were unconscious. They were taken to the Cooper Hospital, where it was said their condition was serious.

Mrs. Davis has been separated from her husband, Charles Davis, a grocer, for about seven years. When she regained consciousness at the hospital she told her brother, Ernest Weinhold, that she had grown tired of life and wanted to end her troubles and take her mother with her.

Yetta Machnick, the maid who disappeared with jewelry worth about \$3,500 from the home of Mrs. Lena Lehmann of 42 West Ninety-second street during the excitement caused by an assault on Mrs. Johanna Mannheim, Mrs. Lehmann's daughter, by Dr. Arthur Verney, alias Dr. Archie Goldstone, was held by Magistrate Freschi yesterday in the West Side court in \$3,000 bail.

Detective Donnelly, following the girl's directions, found the missing jewelry buried in the cellar of a delicatessen shop in Spring Valley and brought it back yesterday.

Max Denziger of 57 East 118th street, to whom Yetta Machnick said she gave one of the rings she stole, was arrested last night charged with receiving stolen goods. The girl said that Denziger got \$100 for the ring and placed it in a bank as their joint account. Denziger, a married man with two children, denied receiving the ring, but said he had received \$100 from the girl, which he had put in the bank. He did it because he has known her a long time and was looking out for her "welfare," he said.

WILSON RAISES RANK OF
ARGENTINA AND CHILE

Says It Is a Fitting Time to
Sign Embassy Bills—"Over-
joyed," Comments Bryan.

WASHINGTON, May 16.—Expressing profound hope for a continuation of the cordial relations existing between the United States and "her sister republics" in South America, President Wilson signed this afternoon the two measures raising the United States legations in Argentina and Chile to the rank of embassies.

The President's signature was affixed to the presence of Honorable S. Naon, the Minister from Argentina; Eduardo Suarez, the Minister from Chile; Secretary of State Bryan and Mrs. Bryan and John Barrett, director of the Pan-American Union. The fact that the Ministers from both countries conspired to bring the matter to the President's attention at this time, made the ceremony especially significant.

"Let me say, gentlemen," said the President as he arose from his desk after signing the bills, "how gratifying it is to me that it should fall within my time that this long deferred recognition of the full rank and sisterhood of your two countries should be accorded."

"It affords me great personal pleasure and I want to look forward, if I may, to the closer relations with our sister republics whom we so honor and are glad to be associated with; and in the present circumstances, when you have so thoughtfully and graciously offered to show our common interest in the peace and righteousness of America, it is particularly fitting that this thing should occur. I appreciate your being here very much."

Both Ministers expressed briefly and in similar terms, expressing the hope of closer relations between their respective Governments and the United States. To each of them the President presented the silver pen with which he made each bill a law.

Neither of the two countries has yet taken similar action, raising its legation here to an embassy. Both Ministers said that this will be done immediately. After such action fresh credentials will be exchanged and the respective countries will elevate their representatives to the rank of Ambassadors.

President Wilson, it is understood, has decided to retain John W. Garrett at Buenos Ayres and Henry P. Fletcher at Valparaiso.

"I am overjoyed," said Secretary Bryan as he left the White House after the ceremony.

DIGS UP GEMS MAID STOLE.

Detective Guided to Buried Loot by Girl's Confession.

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